

## INFORMATION ON THE

REF ID: A66000

DATE DISTR 28 Apr 1953

SUBJECT Eisenacher Motoren-Werke  
Production of Vehicles and Runway Mats

NO. OF PAGES

2

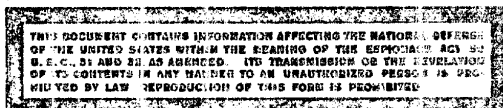
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SUPPLEMENT TO  
REPORT NO.

25X1



THIS IS UNEVALUATED INFORMATION

25X1

1. The Eisenacher Motoren-Werke VEB (Eisenach Motor Plant) at Eisenach (L 51/H 76) was [redacted] to discontinue the production of Type 300 sedans in the near future. At a meeting scheduled for 6 December 1952 in Berlin-Karlshorst, the question of whether the production of the cars should come to an end in January or March 1953 was to be discussed.<sup>1</sup> 25X1
2. During December 1952, the production of command cars for the Volkspolizei (VP) was going at full speed, and 160 cars were to leave the plant by the end of 1952. [redacted] about 80 command cars had been completed during October and November 1952. While the production of the cars was pushed by a number of additional day and night shifts, there were still certain small constructional improvements made on the model. 25X1
3. The Eisenach Plant produced the frames which were trucked to [redacted] Halle where the bodies were mounted.<sup>2</sup> The cars were then sent back to Eisenach, by truck, where the engines, tires, seats, etc. were installed. The cars left the plant completed. [redacted] 25X1
4. The command cars had a four-wheel drive and a sheet metal body with a black roof. The seats were arranged for two persons in front and for three in the rear. A box attached to the rear end of the car extended over the entire width and height of the body. The box had a lid and was divided into two horizontal compartments. Some boxes had racks for rifles. The windshield could be folded down.<sup>3</sup> 25X1
5. [redacted] command cars were, in the future, to be produced primarily for the National Army. Six hundred cars were to be included in the first series. [redacted] 25X1
6. Production of a two-door IFA sedan was to start in the near future at the EMW Plant because the IFA Plant at Chemnitz was, [redacted] to be converted to armament production. The machine tools necessary for this production were to be transferred to Eisenach; some bending machines for body parts and a model car had already arrived. [redacted] 50 IFA cars were scheduled to be produced by the end of the year. 25X1

## CLASSIFICATION

SECRET

STATE	NAVY	NSRD	DISTRIBUTION
ARMY	X	X	ORR/Weapons X

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SECRET/

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7. The production of 300 motorcycles was to be continued at the R21 Plant. These motorcycles were primarily for the National Army.<sup>4</sup>
8. The production of runway mats ended in July 1952; the mats had been shipped from the plant by rail. They were made of corrugated sheet metal, 5mm thick, were about 4 m long and 50 to 60 cm wide, with corrugations about 5 cm deep, and holes, 5 to 6 cm in diameter, punched at intervals of 10 to 15 centimeters. All four edges were fitted with connection clutches.<sup>5</sup>
1. Comment. On 1 May 1952, the Eisenacher Motoren-Werke VEB (previously the Eisenach branch plant of the Bayerische Motoren-Werke AG) were turned over by SAG Avtovelo to East German authorities. Sedan Type-320 (or Type 321) had a piston displacement of two liters, 45 hp, and a fuel consumption of 13.5 liters per 100 kilometers. In 1949, this model was improved and the new model, designated Type 340, piston displacement two liters, and, by means of improved gears, an output of 55 hp at a reduced fuel consumption of 12.5 liters per 100 kilometers, went into production. 25X1
2. Comment. Probably the IFA-Karosseriewerk Halle VEB (IFA body plant) which had a work force of 1,200 men. 25X1
3. Comment. [redacted] the command car for the VP was developed on the basis of the IFA F-9. [redacted] x. Plans were made to equip this car with two engines, one in front and one in the rear, but experiments in this field had failed. 25X1
4. Comment. The motorcycle concerned is probably model R-35, a 350-ccm motorcycle with an output of 14 hp. 25X1
5. Comment. [redacted] The dimensions of the mats are probably correct, but it is doubted that these sheets had corrugations of 5 cm depth. If corrugated sheet metal was actually used for the manufacture of the mats, it is believed that they were produced for moveable runways. 25X1

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